

MAINTENANCE AND MATERIAL MANAGEMENT (3-M)
MANUAL

APPENDIX C

3-M AUTOMATED PERIODIC MAINTENANCE PROGRAM
(MASTER JOB CATALOG AND PERIODIC MAINTENANCE REQUIREMENTS)

APPENDIX C

REFERENCES

<u>REFERENCE</u>	<u>INSTRUCTION NO.</u>	<u>SUBJECT</u>
None.	No instructions referenced in Appendix C.	

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3-M AUTOMATED PERIODIC MAINTENANCE PROGRAM
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C-1 PURPOSE

This appendix is to describe the automated Periodic Maintenance Program (PMP) capabilities, provide guidelines for its use, and standardize the requirements in support of fleet and depot maintenance and material 3-M reporting. This program was established to assist maintenance and material managers in executing Class Maintenance Plans (CMP) and Life Cycle Manager (LCM) requirements to sustain the operability of weapons systems.

C-2 SCOPE

Intermediate Maintenance Activities (IMAs) require the capability to generate work requests for periodic maintenance. Periodic Maintenance Requirements (PMRs) provides that capability. PMR also provides the capability to schedule, maintain, issue and report work accomplished for PMR items. The data elements for PMR conform to 3-M standards.

PMR requires the reporting of maintenance actions and configuration changes on all categories of equipment.

C-3 OBJECTIVE

The automated PMP can provide a means to effectively manage and control all PMRs beyond the scope of the organizational level Planned Maintenance System (PMS). It is managed by integrating the SYSCOM Life Cycle Requirements (LCRs), Configuration Data Managers' data base, periodicities invoked by system and equipment engineers with the 3-M Master Job Catalog (MJC) and PMR modules of the intermediate maintenance management automated systems. This integration provides an automated pre-planned deferral to be added to the Current Ship's Maintenance Project (CSMP) and procurement of repair parts specified by technical repair standards or other controlled work procedures. The system:

a. Provides continuous evaluation and adjustment of the CMP to reflect the specification of the Systems Command (SYSCOM) Platform Managers and the capabilities and capacities of fleet maintenance activities.

b. Adjusts the Ship Configuration and Logistics Support Information System (SCLSIS) specifications and the Configuration Data Manager (CDM) databases to reflect all levels of equipments and components for existing and emerging PMRs.

c. Develops, evaluates and implements an MJC deferral for each PMR added to the CMP.

d. Distributes a Unit Identification Code (UIC) unique configuration and scheduling record for each CMP periodic requirement to each activity maintaining the ship class.

e. Maintains the MJC and PMR database at the central facility (regional hub, port facility, Readiness Support Group (RSG) or Parent Squadron/IMA) supporting the ship classes.

f. Plans and executes the ship's scheduled availabilities and planned work packages by retrieval of all scheduled PMRs, alterations, Type Commander (TYCOM)-directed and local support routines from the MJC/PMR module and all screened deficiencies from the tended ship's CSMP into the Master CSMP of the central facility.

g. Manages the execution of all authorized work, ensuring the progress, status change, delay and completion of each task is reported into 3-M as detailed in the applicable program user manuals.

h. Produces and distributes PMR, CSMP and production information (Availability Summaries, Key Event Schedules and Progress, AWRs, Calibration Summaries, CSMP Summaries, etc.) as specified by TYCOM directives.

i. Distributes Maintenance Data System (MDS) information from NAVSEALOGCEN to the applicable program managers and SYSCOM/fleet support activities for analysis and upgrade of CMPs, technical specifications, mandatory parts replacement requirements, affirmation/adjustments of Lead Work Center/Assistant Work Center (LWC/AWC) and task/keyop man-hour averages and standards for recycling MJC and PMR improvements.

j. Manages the distribution of information between central activities and the organizational calibration and scheduling systems to support accomplishment of shipboard PMRs (e.g., Submarine Operational unrestricted operations (URO) requirements and gage calibration by certified Field Calibration Activity (FCA) personnel.)

k. Adds all Test and Monitoring System (TAMS) installed equipment records into the SCLSIS of the Class CDM so that cyclic requirements are tailored to the operating platform and the PMR scheduling record updated.

l. Adds all portable TAMS to the SCLSIS for control by SPAWAR/NAVSEASYSCOM Item Managers supported by Naval Weapons Assessment Division and Metrology Calibration (METCAL) organizations. This process:

(1) Increases the management of portable TAMS inventory control between the METCAL CDM and the fleets central activity PMR Configuration.

(2) Increases the management of alterations for portable TAMS applying business rules to justify upgrade. Controls TAMS alterations in the same manner as ship alterations (SHIPALTs) and TYCOM alterations (ALTs).

m. Provides information necessary to evaluate and improve reliability, maintainability, and availability of installed systems and equipments while eliminating periodic requirements whose material condition assessment (MCA) indicates little risk of equipment failure.

C-4 MASTER JOB CATALOG (MJC)

The MJC is a collection of recurring jobs applicable to multiple supported units.

a. These jobs typically consist of PMRs from the CMP; PMRs for inspection, test, calibration, and repair of various equipments; alterations; recurring Board of Inspection and Survey (INSURV) deficiencies; routines for IMA services; and depot routines for interfacing the CSMP with the Ship Alteration and Repair Package (SARP)/Overhaul Work Package (OWP).

b. There are many advantages of using jobs from the MJC. Use of the MJC reduces the documentation burden for ship's force in preparing deferrals for recurring maintenance actions. MJC preplanned jobs reduce the planning effort required by the IMA Planning & Estimating (P&E). Planning information is usually recorded for the MJC jobs. In addition, it reduces the variability in job accomplishment. This is contributed to the consistency of job requirements for each repetitive use of the MJC job. MJC jobs provide a ready vehicle for recording lessons learned as the job is accomplished time after time.

C-4.1 Use of the MJC

The MJC is structured as a CSMP deferral and planning record. The MJC describes mandatory maintenance requirements, CMP periodic requirements, IMA support routines, alterations, hazardous material (HAZMAT) procedures, calibration routines and other SYSCOM and TYCOM directed maintenance requirements applicable to one or more ship classes. The TYCOMs provide some MJC jobs, while individual IMAs prepare others.

In addition, each central maintenance activity may establish additional service routines to account for production-oriented work not otherwise covered by TYCOM direction. These periodic or repetitive requirements are retrieved from the MJC and added to an individual ship's Master CSMP for assignment to IMA and depot work packages.

Application of the MJC prior to and during a ship's availability relieves ship's force from documenting other than its own discovered deficiencies. The onboard automated CSMP need contain only these deficiencies, while the MJC retrieved requirements (and the ship's reported deficiencies) are maintained on a Master CSMP by the RSG, squadron or other central fleet activity.

C-4.2 Control of MJC

TYCOMS will establish joint instructions to identify common MJC requirements and standard procedures for its distribution and maintenance. The intermediate maintenance management automated systems user manuals describe methods to retrieve periodic requirements from the MJC to the individual availability work packages.

A TYCOM designated activity (Submarine Maintenance, Engineering, Planning, and Procurement (SUBMEPP) and Planning and Engineering for Repairs and Alterations (PERA)) may be assigned to maintain and distribute the MJC files to applicable fleet sites, and to provide analysis and improved planning and estimating, and material requirements for each documented MJC requirement.

All periodic requirements established by the SYSCOMs for a ship class should include the repair parts required and the forecast to Ships Parts Control Center (SPCC) to build an effective loadlist over the projected life cycle of the ship class. The SUBMEPP/PERA should provide quarterly files to sustain the conjunctive Automated Material Requisitioning (AMR) for CMP projections.

C-5 3-M PERIODIC MAINTENANCE REQUIREMENTS

There are certain equipment and components in the fleet which require periodic maintenance such as tests, inspections, repairs, restorations, and replacements. With select automated systems, periodic maintenance tasks and routines are maintained on file with planning information. The record containing both the routine, test, etc., along with the scheduling and planning information is called a PMR.

C-5.1 Use of PMRs

Use of PMRs provide for the management of configuration and scheduling information for each equipment requiring periodic maintenance. As PMRs are established for an equipment, ship's force submits the related configuration and scheduling information. This information is used to establish a MJC routine. The MJC routine will be added to the CSMP when the equipment is due for periodic maintenance as indicated by the scheduling information. MJCs can be scheduled for accomplishment by ship's force or by an intermediate or depot level activity.

C-5.1.1 Configuration and Scheduling PMR Data

Both configuration and scheduling data files may be provided and downloaded from the CDM, PERA/SUBMEPP, WPNSTA METCAL TAMS or from other SYSCOM or contractor sources supporting fleet maintenance. Ship's force may be required to initially document items for addition to the PMR database as directed by TYCOMs when the items require periodic testing, calibration or inspection by an intermediate level shop or fleet support team, electrical safety inspections, cyclic zone inspections by Damage Control teams vice sustaining a PMS Equipment Guide List (EGL) and requiring the ship to submit IMA work requests).

Detailed operating procedures for MJC and PMR are contained in Shipboard Non-Tactical ADP Program (SNAP) Central Design Activity (CDA) User Manuals and guides; these procedures are not repeated in this manual.

C-5.1.2 Modified OPNAV 4790/CK Form for PMR

The OPNAV 4790/CK (PMR) (Figure C-1), commonly referred to as a PMR CK is used to manually document an addition, change or deletion to a PMR Configuration and/or Scheduling Record. The PMR CK form must be locally reproduced. The manually prepared PMR CK is used when direct access to the automated system is not available for on-line entry. The original 3-M data elements for configuration reporting (Blocks 1 through 30) of the OPNAV 4790/CK form are retained. Additional data elements (fields) have been added to the form and in the automated systems for scheduling information required to link this data with the appropriate configuration record.

C-6 PMR Reporting

PMR records and related equipment/component information can be maintained in the PMR/MJC system. Configuration file entries can be made on-line if the capability is there, or can be entered manually on a modified OPNAV 4790/CK. The modified CK, referred to as the PMR CK, is used to document configuration file entries to add, change or delete an equipment to the PMR inventory. Standard 3-M data elements (Blocks 1 through 30 or the OPNAV 4790/CK) is used for PMR configuration reporting. For additional information/data element definitions and approved values refer to the data element by name in Appendix A of this instruction.

NOTE

For the following data elements, if a data element has been officially assigned a Data Element Number (DEN), the DEN will be listed.

A single block at the top of the form is used to specify that a configuration file correction "CONFIG FILE CORR" is being documented.

SECTION I - JOB IDENTIFICATION

This section is pre-filled except for the ship's UIC. The PMR "Work Center" can be tailored for different management programs by using a different suffix for each program LCM Code. The Job Control Number and Job Sequence Number ("JCN JSN") remains "0001" until the page count (number of adds) exceeds 9999, at which time the JSN will be changed to "0002" for the next 9999 page numbers. For example, NAVSEA Mechanical TAMS components use LCM code "HM" while SPAWAR Electronic TAMS uses "ET". A ship's PMR installation could use PMHM0001 and PMET0001 for up to 9999 components for each LCM. The total JCN for an initial "ADD" PMR item is then converted to reflect the PMR assigned line item number (LIN) as part of the Work Center (WC/JSN) (e.g., PM001454 - where 001454 is the LIN) to become the permanent JCN for the life of the component on the UIC.

Block A SHIP'S NAME

Block B SHIP'S HULL NUMBER

JOB CONTROL NUMBER (Blocks 1 - 3):

Block 1 SHIP'S UIC (DEN A002): UIC of the customer unit/ship of installed equipment.

Block 2 WORK CENTER (DEN E128): The PMR LCM code designated by the TYCOM.

Block 3 JOB SEQ. NR. (DEN E349D): The JSN is pre-filled with "0001" until the number of "adds" (pages) exceeds 9999. The JSN is then changed to "0002" for the next 9999 "adds".

Block 4 ALTERATION IDENTIFICATION (SHIPALT, FLD. CHG., ETC.): Masked out in the automated system. Leave blank for PMR.

Block 5 EIC: EIC for the equipment identified. This EIC may be the general service code (U series) if the PMR is for support service of multiple systems. (These Service EICs may be used in combination with the primary IMA Work Center e.g., U60067B, U60096A, U60067F, etc.).

Block 6 ACT. TKN.: Action taken is masked out or pre-filled as specified by TYCOM instruction.

Block 7 EQUIPMENT NOUN NAME: Pre-filled as specified by TYCOM instructions to describe the general category of the PMR management program.

Block 8 S/F MHRS. EXP.: Ships' Force Man-hours Expended. Field is masked out in the automated system. Leave block blank if using the form.

Block 9 ACT. MAINT. TIME: Actual Maintenance Time. Field is masked out in the automated system. Leave block blank if using the form.

Block 10 COMP. DATE: Completion Date. Field is masked out in the automated system. Leave block blank if using the form.

Block 11 M/R (Meter Reading): Masked out.

SECTION II - JOB DESCRIPTION/REMARKS

This section describes the appropriate management program being documented with PMR.

Block 12 JOB DESCRIPTION/REMARKS: Information/remark identifying the PMR management program as directed by TYCOM instructions.

SECTION III - COMPONENT CONFIGURATION INFORMATION

This section records the PMR related equipment configuration/identifying information specific to the component. Note that PMR is not limited to supply worthy components but is used to also manage all cyclic maintenance worthy items (e.g., pad eyes, slings, hoists requiring weight tests can be added to PMR to ensure inventory and scheduling control as can damage control lockers and fire hose valve stations).

Block 13 COMPONENT NOUN NAME (DEN E224). For Hull, Mechanical, and Electrical Equipment (HM&E), the component name entered along with a descriptive nomenclature (e.g., Valve, Ball 3.5" MSW; Gauge, 0-50psi Lube Oil Pump). For electronic components and test equipment, the AN nomenclature Joint Electronic Type Designation System (JETDS) or commercial model number is entered. Prefix the model number with the Commercial and Government Entity (CAGE) and a dash. For ordnance components, enter the system/equipment nomenclature, followed by the Mark and Mod.

Block 14 QUANTITY (DEN D011) (CK limits 001-999, pre-filled with 000). This quantity will usually be 001, but if multiple items are to be tested or calibrated as a batch job, enter the contained quantity. For example: 100 Radiation Detection, Indication, and Computation (RADIAC) for a ship may be contained in four boxes of 25 each, resulting in four separate line items - each with a 025 in block 14. For IMA Electrical Safety, all receptacles in a single shop may be counted as one line item and the total quantity shown in Block 14. This would necessitate testing all of them at one time.

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- Block 15 COMPONENT ACTION (DEN E033). If the item is not in the PMR INVENTORY, enter an "A" (add). Otherwise enter "C" (correct the record), or a "D" (delete the inventory line item).
- Block 16 COMPONENT IDENTIFICATION (DEN E093). Enter the Valve Mark/Electric Symbol Number (VM/ESN) or other identification. For inventory items controlled by an LCM, this identification would be retained as originally assigned. For Director Strategic Systems Project Office (DIRSSPO) controlled weapons handling gear, the identification number must be a "PMMP" (Pink Ticket) number. Once assigned, this element cannot be changed or corrected. For weight handling gear, include the safe working load in pounds prefixed by SWL (e.g., TP16SY SWL 6800). SCLISIS defines this element as " Positional Reference Identification - PRID."

NOTE

The two data elements of the OPNAV 4790/CK Blocks 16 (Component Identification) and Block 17 (Component Serial Number) becomes a single data element in Block 13 (Identification Equipment Serial Number) of the OPNAV 4790/2K used for reporting corrective maintenance. The PMR program selects the Component Identification from the configuration change (Block 16) and pre-fills this number in the Identification Equipment Serial Number field.

- Block 17 COMPONENT SERIAL NUMBER (DEN D032). If the nameplate serial number is not available, a number assigned by the owning ship will be entered. The ship's UIC (Block 1) and owning work center (Block 23) are separately shown on the PMR reports and in the system; there is no requirement to repeat the hull number and work center as part of the serial number. Weight handling equipment must be marked or tagged with the hull number (equal to the UIC) and the serial number of the component. The combination of blocks 1, 16, and 17 must not be duplicated in the PMR configuration file. If there are multiple PMRs for the same item, the additional requirements must be identified by separate MJC numbers.

NOTE

For SUBMEPP/CDM. When a commercial serial number is not assigned, record the unique functional group code (FGC) in this field and in the ship equipment file (SEF).

- Block 18 COMPONENT APL/AEL (DEN D008). Enter the Component Allowance Parts List/Component Identification Number/Repairable Identification Number (APL/CID/RIC). If there is no APL/AEL (Allowance Equipage

List), enter NOT LISTED. For SUBMEPP inventory, when NOT LISTED is entered, the tenth and eleventh position must contain a number from 01-99 for interface with the Automated Material Requisitions (AMR) program. This is required to allow different components with the same MJC/PMR to be provided with separate "Bills of Material" for automatic call out.

- Block 19 LOCATION (DEN E052). (Preliminary Equipment Index Location). Enter the location of the item. For inventories being converted by LCMs, if the location is not available, enter the customer's (ship's) work center and a question mark (e.g., "EE01?").
- Block 20 EIC (DEN D008D). Enter the component's EIC. The EIC entered in Block 5 may be a General Support Code (U series EIC) or a System/Sub-System Code. The component EIC, when identified in the 3-M EIC Manual, should identify to the component being added to the configuration file.
- Block 21 NEXT HIGHER ASSEMBLY. Enter the Equipment/System Designator (ESD) (DEN T058) or other identity of the system/sub-system.
- Block 22 SAC (DEN E010A). Enter the Service Application Code (SAC) from the Coordinated Shipboard Allowance List (COSAL)/SCLISIS source if available. Note that it is a five character element on the OPNAV 4790/CK form but 10 characters in the automated system. LCMs should interface with SPCC to obtain the ten character element.
- Block 23 WORK CENTER (DEN E128). This is the 3-M code of the customer maintenance work center required to maintain the component. If a Work Center Responsible for Compartment (WCRC) (DEN 127)) code is also available in the LCM inventory, enter it. SUBMEPP use MJC WC with last two characters of 01 (e.g., EACC=EA01).
- Block 24 NAME PLATE DATA. Use to describe any other characteristics not covered by other elements. This data will not display on reports but will be accessible in the program. For SUBMEPP it will be the CSMP Summary from the individual MJCs assigned to the PMRs.
- Block 25 PMS MAINT INDEX PAGE (MIP). Enter the PMS MIP if available.
- Block 26 EOSS. If applicable, enter the Engineering Operational Sequencing System (EOSS).
- Block 27 TECHNICAL MANUAL NUMBER. If available, enter the TM number, otherwise enter NA.

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- Block 28 RIN (DEN E221). If the component is listed in the COSAL or the SCLISIS, enter the Record Identification Number (RIN). If not available, the program will assign a temporary RIN as a permanent data element until changed by the SCLISIS CDM external interface. For automated ships, first review the SEF for the component's RIN.
- Block 29 AILSIN/FUNCTIONAL GROUP CODE (DEN T063). If the Automated Integrated Language System Identification Number (AILSIN) is not available, enter the Ship Work Authorization Boundary (SWAB) or Ship Work List Item Number (SWLIN), if known. TRIDENT applications will contain the FGC in lieu of AILSIN. Other class submarines use SWAB, other type ships use Expanded Ship Work Breakdown Structure (ESWBS).
- Block 30 SPECIAL PURPOSE - These requirements are TYCOM directed and are provided by the TYCOM supporting activity (SUBMEPP/PERA).

The following are PMR requirements for SUBMEPP LCM. These requirements, if applicable, are provided by SUBMEPP. If the local site determines that changes are required, additions may be made. Deletions must first be coordinated with SUBMEPP.

- Block 30A SS. Use "X" if the component is submarine safe (SUBSAFE).
- Block 30B Use an "X" if the component is LEVEL 1.
- Block 30C NL1. Use an "X" if the component is NUCLEAR LEVEL 1.
- Block 30D NDT. Use an "X" if the component requires NON-DESTRUCTIVE TEST.
- Block 30E NWP. Use an "X" if the component requires NUCLEAR WORK PROCEDURES.
- Block 30F SAED. Use an "X" if the component requires SUB ANTENNA ENGINEERING DIVISION.
- Block 30G SC. Use an "X" if the component requires SPECIAL CLEANING.
- Block 30H ST. Use an "X" if the component requires SPECIAL TESTING.
- Block 30I Use an "X" if the component requires SPECIAL IDENTIFICATION
- Block 30J NC. Use an "X" if the component is NOISE CRITICAL.
- Block 30K RAD. Use an "X" if the component requires RADIOLOGICAL CONTROL.

- Block 30L OC. Use an "X" if the component requires OTHER CONTROLS.
- Block 30M D/D. Use an "X" if the component requires DRYDOCKING.
- Block 32 LINE ITEM NUMBER. This element is assigned by the program when items/components are added to the system. The LIN is unique to the configuration file for each customer UIC and is retained until the record is deleted from the ship's inventory.

NOTE

This line item number preceded by PM becomes the permanent 3-M Work Center and JSN. Subsequent changes made to the record are reported upline as a corrected CK using this permanent JCN. In addition, changes to the scheduling record and to the Calibration Laboratory (Cal Lab) production record are reported upline with the same permanent JCN to support the MEASURE integration into 3-M. Note that the LIN plays the same role as the RIN for "non-supply worthy" items.

- Block 33 ON SITE. If the component being calibrated/tested cannot be delivered to the Testing Work Center (TWC) because of location, size, etc., enter a "Y" to show the TWC must calibrate on-site. Otherwise leave this field blank. Leave blank for Submarine Extended Operating Cycle (SEOC) PMRs relating to installed HM&E.
- Block 34 PERIODICITY. Enter the number of months between calibration/testing or other PMR cycles. If the requirement is situational, see Block 45.
- Block 35 DATE LAST DONE. Enter the date (DDMMYY) the PMR was last accomplished (e.g., 05FEB94). For SUBMEPP, if the PMR has never been done because the periodicity has not exceeded the months since commissioning, construction, overhaul; enter this event date if the PMR authorizes. If the PMR is for test equipment/slings/portable tools that have not previously been calibrated/inspected, the PMR must be accomplished prior to first use. Block 35 will be entered by the TWC.
- Block 36 NEXT DUE DATE. Enter the date (DDMMYY) the PMR is next due for accomplishment (e.g., 27JUL95). This data element is calculated and reported upline by the automated program when the PMR is reported completed by the TWC.
- Block 37 STND/ETV Man-Hours - TENTHS. If the component PMR has a standard, engineered time value, or historically based man-hour estimate, it should be provided by the

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LCM/NAVSEA for the initial download or subsequent Automated Shore Interface (ASI) process. This element is not for expended man-hours reported when the PMR is accomplished.

Block 38 APPROVED PROCEDURE. Enter the procedure, periodic maintenance requirement, technical repair standard or other directive used during the required action on the component. SUBMEPP should not repeat the Integrated Maintenance and Modernization Program (IMMP) PMR NUMBER in this block as it is included in the MJC planning record.

NOTE

This entry is displayed in the last column of the PMR report. This information may be used as an update record to show such information as the name of the person conducting the test/calibration, or the measurement of the gear. Once entered, it will display on subsequent reports until changed when next tested.

Block 39 FSCM (CAGE) (DEN C035). Enter the Federal Supply Code for Manufacturers (FSCM) if applicable. This acronym has been changed to Commercial and Government Entity (CAGE).

Block 40 NATIONAL STOCK NUMBER (NSN). Enter the NSN if not applicable, or the LCM assigned number used for procurement/replacement/supply action.

Block 41 PLANT ACCOUNT NUMBER. Enter the plant account number if applicable. This usually applies only to shore activity permanent/fixed equipment.

Block 42 CALIBRATION STANDARD. Enter a "Y" if the component is used as a measurement standard for calibrating or testing other test equipment, otherwise leave blank.

Block 43 CLASS STANDARD. To identify the source/type of man-hours/tenths for Block 37. A = Engineered, B = Historical, C = Estimated.

Block 44 EQUIPMENT TYPE. Enter the functional category of the equipment. 1 = Electronic; 2 = Coaxial/ Microwave; 3 = Optical/Dimensional; 4 = Physical/ Mechanical; 5 = Electrical; 6 = Special Support. These are for LCM Measurement Equipments. Additional codes and other categories will be established by other LCMs.

Block 45 PHASE LEVEL. For measurement equipments (SUBMEPP or CMP events) if applicable, enter an asterisk plus the four digit KEY EVENT code describing the situational requirement.

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- Block 46 ACTION REQUIRED. Primarily calibration codes are entered. For PERA and weight handling components, use Code 06 TEST/INSP.

- Block 47 OVERFLOW INDICATOR. For measurement (TAMS). The IMA lab may use a two character code to identify a specific shore facility. A similar code may be used for SUBMEPP to identify components requiring off site assistance teams.

- Block 48 SCAT CODE. For Ships Portable Electrical/Electronic Equipment Requirements List (SPETERL) TAMS. The LCM should provide the subcategory code. Not applicable to other equipment.

- Block 49 SUPPRESS LANTFLT 4790/6 (if applicable). A custody receipt is provided to the customer when test equipment or other portable components are delivered to the Cal Labs. This form is not required for other categories of equipments. Enter a "Y" to prevent printing of the custody receipt. Enter an "N" for all test equipment having to be delivered to the Cal Lab. This causes the printing of a four-part custody receipt when the component is due for calibration. When the PMR is run at the beginning of each month, the computer will generate the PMR DUE/OVERDUE/INVENTORY REPORT for the customer ship and the Cal Lab. After generating the Cal Lab reports, the system will print the LANTFLT 4790/6 for each DUE component.

NOTE

These LANTFLT 4790/6s must be delivered to the Cal Lab and not to the customer ship with the recall reports.

- Block 50 MEC-VITALITY CODE. Mission Essential Code V = Vital. For SUBMEPP use codes reflected in EOC IMMP/URO/LID. Use only if required and furnished by LCM.

IMA Work Center. Enter the 3-M Intermediate Maintenance Activity Repair WC code of the Cal Lab or Testing WC. This is obtained from the MJC planning record.

- Block 51 MAINTENANCE LEVEL. From the CMP, used to identify where PMR will be performed: Organizational (O), Intermediate (I) or Depot (D). Additional data elements used in PMR as part of the Configuration/Equipment Record, and for generating from one to multiple scheduling records for each equipment record file, are detailed in the NAVSEA Technical Specification Manual. Each scheduling record must be identified to a unique MJC JCN general requirement for multi-tasking.

The following are data elements used in creating scheduling records for MJC supported equipment. These elements are used with the automated processing of PMRs and do not have a correlating block entry requirement on the PMR CK form. For additional information refer to TYCOM instructions and systems user manuals.

Data Element DESCRIPTION/ENTRY CRITERIA

ALMAD

Identifies the ALMAD of the PMR component for calculating the Next Due Date. This is for SEOC IMMP/URO programs which adjusts the LMA date to the end of the availability.

EOSS

Assigned by the CDM if applicable to the PMR accomplishment.

FREQUENCY (DAILY, WEEKLY, MONTHLY, ETC.)

The periodicity frequency of the PMR. Used by SUBMEPP to identify SEOC events from the CMP. It should cross reference to scheduling of situational PMRs.

IMA WORK CENTER (DEN E902A)

The 3-M IMA Repair WC code of the Cal Lab or Testing WC. This is obtained from the MJC planning record. "FCA" is used for shipboard gage calibration.

INITIALIZATION NEXT DUE DATE

The CDM assigned date to identify when new requirements are to be scheduled for accomplishment. This date is required for implementing PMR on newly commissioned ships or when PMR components receive additional scheduling requirements. Format is YYMMDD.

LAST ACTION TAKEN

The Final Action Taken (FAT) code from the Completed automated work request. Date is retained on record.

LAST ASSIGNED AVAILABILITY NUMBER (ANNN)

Identifies the Availability Category and number in which the component PMR was last accomplished.

LAST ASSIGNED REPAIR ACTIVITY UNIT IDENTIFICATION CODE (RAUIC)

This RAUIC identifies the IMA last accomplishing the component PMR.

LAST JCN REFERENCE

The WC and JSN of the last reported JCN that accomplished the PMR. The intermediate maintenance management automated systems include retention of the last JCN and Availability Number in the PMR Scheduling file for determining the Adjusted Last Maintenance Action Date (ALMAD).

LIFE CYCLE MANAGER CODE (DEN E137)

The LCM code assigned to the MJC planning record and as shown in the modified OPNAV 4790/CK (PMR CK). Note that the one character code from COSAL Maintenance Manual is expanded to two (with an optional suffix). This allows identification of multiple functions within the SYSCOMs.

LIFE CYCLE MANAGER CODE SUFFIX (OPTIONAL)

MAINTENANCE ACTION CODE LITERAL

The four character literal to describe the required PMR. Calibrate = CAL, Special Calibration = SCAL, User Calibrate = UCAL, Test or Inspection = TEST, No Cal Required = NCR, Inactive = INAC.

MASTER JOB CATALOG NUMBER

Enter the MJC number from the bottom of the modified OPNAV 4790/CK (PMR CK) or from the TYCOM MJC Index.

PERIODIC MAINTENANCE REQUIREMENT (PMR) NUMBER

The PMR number as recorded on the MJC planning record (OPNAV 4790/2P) and as identified in the CMP.

RAUIC FINAL ACTION TAKEN (FAT) CODE

Identifies the FAT reported by the RAUIC for the component PMR.

SCHEDULED SHOP CODE

Identifies the IMA Cal Lab or other primary LWC to accomplished the PMR. For TAMS, use 51C, 67B, 67F, 96A, and FCA.

SCHEDULED RAUIC

Identifies the planned RAUIC for accomplishing PMR calibrations and other actions.

SELECTED EQUIPMENT LIST INDICATOR (SEL)

An "X" is used if CDM has indicated Meter Readings or Specialized Reporting.

SITUATIONAL REQUIREMENT KEY EVENT CODES

For scheduling PMRs to be done during non-cyclic situational events (e.g., calibrate tank level indicators whenever tanks are opened). These event codes are assigned by the CDM or supporting activity for CMP requirements.

SPECIAL HANDLING REQUIREMENTS

A series of codes and definitions to be assigned as agreed between the TYCOM, Platform Manager and designated CDM for TAMS and other PMR components. A total of eight codes may be defined for each ship type. Four codes are reserved for the following:

- A = POTENTIALLY RADIOACTIVE CONTAMINATED
- B = REACTOR PLANT CLEAN REQUIREMENT
- C = STEAM PLANT CLEAN REQUIREMENT
- D = OXYGEN CLEAN REQUIREMENT

SYSTEMS CALIBRATION (SISCAL) CALIBRATION REQUIREMENTS LIST (CRL) INDICATOR

Reserved for use as an interface to indicate PMR is to be performed by NAVSEA Team.

VERSION ISSUE DATE (DEN D917A)

The Julian Date (YDDD) of the original MJC JCN deferral.

C-7 MASTER JOB CATALOG (MJC) INTERFACE WITH PMR

The MJC and PMR integration provides management of many other maintenance applications including all Class Maintenance Plan requirements, electrical safety and weight handling safety requirements, PMS requirements calling for IMA support, periodic inspections of reduced instruction set computing (RISC) and flexible hoses, IMA testing of system relief valves, IMMP/URO submarine requirements, tracking of multi-phase alterations and corrosion control management.

The decision to manage these cyclic requirements as single or multi-task requirements is usually determined by the scope of the task, and if a single work center can accomplish the task or whether multiple work centers will be required.

C-7.1 TAMS Calibration

PMR provides the TAMS community with inventory management, calibration scheduling management and calibration results

reporting capabilities. TAMS categorizes equipment requiring calibration and weight testing periodic maintenance. The MJC supports TAMS equipments and the special IMA Routines required to support calibration and weight test periodic maintenance requirements that are to be accomplished during scheduled availabilities. The lab assigned responsibility for calibration and repair along with the work centers responsible for accomplishment are provided in the MJC.

a. PMR tracks all due and overdue TAMS of each MJC category. For each periodic requirement that needs to be accomplished, PMR creates a single deferral for each scheduling record. This assists the Cal Labs in identifying all items requirement periodic test, monitoring/calibration to be identified to the customer ship and the IMA lab.

b. When the items are delivered to the lab, PMR will track delivery, progression, status, completion and pick-up of each piece of test equipment. The Master CSMP will display within the single deferral all of the due/overdue items by line item, model, serial and nomenclature.

c. As each task (TAMS item) is completed, the expended man-hours are accumulated against the production AWR and the detailed reporting of hours, delays, parts usage, out-of-tolerance readings and standards being used are recorded and upline reported. This information is also retained in the PMR so that the Cal Labs have an on-line history of each ship's TAMS.

d. When the availability is completed (or optionally the Automated Work Request (AWR) can be created each month or quarter and be closed at the end of the period), the AWR is signed off for processing. A special record is automatically created for each item calibrated against the single CSMP JCN.

e. If any unscheduled TAMS items are delivered by the ship, the Lab (or TYCOM designated support activity) need only to access the PMR record and add it to the outstanding AWR.

f. The Cal Lab can call out a standard REPAIR routine for the specific lab and PMR item. For example, if Lab 67B cannot calibrate one of the 150 items, the unique MJC JCN with the item data from PMR is retrieved against the repairable item. This REPAIR routine assigns 67A (Electronics Repair) as the Assist Work Center and 67B inputs the defective item to 67A.

C-7.2 Standard MJC Routines for TAMS Calibration and Weight Testing

The "PMR WC" entry of the MJC standard routines identify the specific Logistic Manager Code for each category of TAMS. ET = SPAWAR Electronics, JR = NAVSEA RADIAC etc. A "2" causes multiple task (line items) per single AWR, and the "MC" is the special suffix assigned to the Master CSMP deferral from the MJC.

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From the MJC routine record, a PMR WC entry adjacent to the REPAIR MJC will create one item per AWR. This item will have a unique WC suffix - "CR" for Cal Repair. This allows retrieval of all TAMS repair history from NAVSEALOGCEN by keying on the JCN WC suffix or by MJC JCN which is contained in Block 18 of each MJC-originated CSMP deferral. The LCM code is included on each PMR detailed record reported to NAVSEALOGCEN via 3-M.

<u>Lab</u>	<u>MJC for Cal</u>	<u>PMR WC</u>	<u>MJC for Repair</u>	<u>PMR WC</u>
51C	N0000EXCAB702	HE2MC	N0000EXCAE702	HE CR
67B	N0000OXCAB701	ET2MC	N0000OXCAE701	ET CR
67F	N0000EXCAB703	JR2MC	N0000EXCAE703	JR CR
72D	N0000WXCNC719	HW2MC	N0000WXCNE719	HW CR
96A	N0000EXCAB704	HM2MC	N0000EXCAE704	HM CR
FCA	N0000EXCAB706	HM2MC	N0000EXCAE706	HM CR

C-7.3 Other Automated System in Support of PMR

Other automated systems and system programs interface with the MJC and PMR programs. Refer to TYCOM instructions and system user manuals for particular system capabilities and requirements.

C-8 USING MJC JCN STRUCTURE TO MANAGE PROGRAMS

The MJC File is created and managed the same as the CSMP file. Each "deferral" is a requirement or special work request (for service, scheduling of alterations or specialized CMP requirements, etc.) which is copied to a CSMP or work package. The method by which many different programs can be added to a single MJC is by control of the MJC JCN. In documenting an MJC, there are exceptions to the standard documenting procedures for a CSMP deferral (OPNAV 4790/2K) as described in other chapters.

C-8.1 Fleet/TYCOM/Local Site MJC Control

a. BLOCK 1 UIC. The first character defines the MJC Manager Code and identifies the activity responsible for the MJC item. It is assigned by the TYCOM. This same code is used as a prefix to the MJC JSN log. The following restrictions apply to the use of MJC Manager Code.

- A - Not used. Reserved for foreign ship UIC identity.
- I - Not used. To avoid confusion with numeral 1.
- O - Not used. To avoid confusion with numeral 0.
- Q - Not used. To avoid confusion with numeral 0.
- N - Used for MJC items issued and controlled by TYCOMs.
- M - Used for MJC items issued and controlled by the Fleet CINC.

b. When MJC items are added to a ship's CSMP, the program adds the original MJC JCN (with an "M"-MJC-prefix) to the "ALTERATION (Block 18)" data field. This allows the 3-M history at NAVSEALOGCEN to be queried relative to man-hour and material cost expenditures. A single calibration routine can provide (by

individual ship, RAUIC, type of ship, etc) total cost per TYCOM for each and all electronic calibration labs for specific periods of time. In addition, the associated Repair routine will identify each unique piece of TAMS repaired during the same period.

C-8.2 Applicability UIC Control

BLOCK 1 UIC. The remaining four characters of the MJC UIC identify MJC categories and the type of ships to which they apply.

0000	All Ships	0001	All Surface Ships
0002	All SSNs	0003	All SSBNs
0006	SSN/SSBN	0007	AEGIS CRUISERS
0100	ALTS AS/AD	0210	ALTS SSBN
0230	ALTS SSN	4020	SSN OVERHAUL ROUTINES
5000	TRIDENT UNIQUE	5100	SEA WOLF UNIQUE

For each MJC UIC, there must be a corresponding UIC control record added to the master file.

C-8.3 MJC WC Designations

a. BLOCK 2 WC. The left two letters identify the shipboard department and division to which the item normally applies. If a specific division is not applicable, use "X". When the MJC item is for multiple departments, use "E" for Engineering.

b. The third and fourth letters identify the maintenance category and its source.

(1) When the third letter is a "C" (a corrective maintenance directive or periodic service routine item), the fourth letter will identify its source as follows:

<u>Code</u>	<u>Source of Directive</u>
A	PLANNED MAINTENANCE SYSTEM (PMS)
F	NAVSEA
H	SPAWAR
M	CINCLANTFLT/CINCPACFLT
I,O,Q	NOT USED
OTHER	RESERVED FOR TYCOM USE

(2) Other combinations of the third and fourth letter may be used to identify other categories as directed by TYCOMS.

c. When the MJC item is an alteration controlled through a TYCOM alteration management system or the Fleet Modernization Program Management Information System (FMPMIS), the first letter will identify the shipboard department, the second letter will be "X" and the third and fourth letter will identify the type of alteration (SA, TY, etc).

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(1) The combination WC and JSN will be assigned by the alteration issuing authority and is displayed along with the structured alteration number on the alteration issuing directive.

(2) The structured alteration number must be recorded in Block 18 of the MJC deferral exactly as described in the AMS chapter. This provides for an error free Alteration Record being added to the ship's CSMP and provides for the necessary 3-M to FMPMIS completion status feedback. Because Block 18 is prefilled, the MJC JCN will not be copied into that field in the CSMP. However, the AMS WC/JSN will be assigned as the ship's WC/JSN. This same combination must be reported on the completed OPNAV 4790/CK Configuration Change Record rather than a shipboard assigned WC/JSN.

(3) An additional restrictive WC/JSN combination is for tracking the standard depot overhaul routines which have an MJC WC of "EXSY" and are identified in OWP so that depot estimates and return costs can be reported to the SWLIN/ESWBS level and individual work center deferrals from the CSMP can be grouped and costed under the EXSY "bucket jobs". These standard EXSY routines retain the MJC WC/JSN when added to the CSMP and allows the ship's engineer and overhaul coordinator to track the overhaul progress by use of the CSMP. NAVSEASYSKOM (SEA 07) directed these procedures be followed by SUPSHIP and Shipyards when costing Departure Reports and to provide for depot 3-M reporting.

C-8.4 MJC JSN Prefix for Work Category

BLOCK 3. JSN. This entry is the sequence number of the item unique to the MJC "work center" code. It is usually all numeric, but there may be conjunctive or associated actions following an MJC inspection, test or calibration. If so, the total set should reflect a different alphabetic code as the first character of the JSN.

C-8.5 Documenting the MJC Deferral

The amount of detail within an individual MJC item is dependent on whether the action required is to provide IMA routines such as "Printing Services", specific non-scheduled refurbishment or repair for a recurring failure of a specific Allowance Parts List (APL), standard procedure for docking/undocking ships, corrosion control inspections of piping, or PMR scheduling of individual components. Details will be provided by TYCOM directives.

C-8.5.1 Evaluating Requirement for Single or Multi-Task

a. When the MJC item is being created for general service routines, and is not to interface with PMR configuration and scheduling, follow the standard deferral documentation procedures and describe in the Remarks data field (Block 35 of the 2K) the actions required for the routine. An example entry may read "IMA

provide sheet metal service. Limit to 1/8" thick metal. S/F provide sketch on OPNAV 2L. Maximum 100 man hours".

b. When the MJC item is written to interface with the PMR, the detail of the equipment or component is a function of the PMR configuration and scheduling records. When a single requirement requires a single JCN, data element fields for "Alterations" (Block 4), "Component Noun Name" (Block 13), and "Component Identification" (Block 16) of the MJC will contain an asterisk. The data will be pre-filled from PMR when retrieved into the CSMP. An individual work request (JCN) per component is appropriate when multiple work centers are to be involved in the requirement or when there is a requirement for controlled work procedures required by TYCOM Quality Assurance Procedures. For example:

(1) If there were 100 sea valves due for a 72-month refurbishment, 100 separate JCNs would be added to the CSMP.

(2) If there were a second requirement to visually check all sea valves for external corrosion every 24 months, an additional MJC item would be created and another PMR scheduling record would be added to each sea valve configuration record. In this situation, the MJC would be coded as multi-tasked and one JCN would be created with 100 tasks (1 task per valve). The above MJC calibration routines are all coded as multi-tasked.

C-8.5.2 Standard Narrative (Block 35)

Narrative should include a statement of the requirement and include notices to the tended unit and LWC on ship to shop or special controls. The deferral narrative is limited to 1200 characters. However, when the AWR is completed, an additional 1200 characters may be used by the LWC to provide feedback information (free-form) to the SYSCOM directing the requirement.

C-8.5.3 Structured Narrative (Block 35)

There are two types of structured narrative provided by MJC.

a. Certain inspection or test criteria are specified by the requirement in which the LWC/AWC is to feedback the material condition assessment by "yes/no" responses to conditional questions printed on the CSMP AWR. In these cases, the narrative will begin with a general statement of the requirement, followed by specific inspection conditions and a response space for "Y" or "N". For example: "Was there evidence of external leakage? (); corrosion? ()."

b. Certain equipments are designated for specialized reporting by the LCM or item manager and the organization. Automated ships'/systems must flag the SEF to display the structured narrative specified and funded by the LCM. This requires the shipboard technician to enter "as found" readings and symptoms which are upline reported for SYSCOM analysis. If

an extension of these specialized reporting requirements to the off-ship IMA technician is required, the PMR screen could display a similar format (refer to Appendix A, data element "REMARKS/DESCRIPTION" for Selected Equipment List (SEL) reporting requirements).

C-8.6 Documenting the MJC P&E

The OPNAV 4790/2P is used for MJC P&E with entries made as described in Appendix C except for the following:

SECTION I - PLANNING

Block A SHIP'S NAME. Enter the "MJC ITEM".

Block B HULL NUMBER. Leave Blank

Blocks 1-3 JOB CONTROL NUMBER: Enter the same JCN as assigned to the attached MJC 2K.

Block 4 PERIODIC MAINTENANCE REQUIREMENT NUMBER. If the MJC is for a PMR, enter the appropriate number from the CMP or other directive.

Block 5 PERIODICITY. If applicable, enter the periodicity of the requirement.

Block 6 YEAR AND MONTH ISSUED. Enter the date (YYMM) the PMR was established.

Block 7 SPECIAL DATA. The first two positions are to identify the LCM code controlling the PMR. These codes are listed in the lower right section of the OPNAV 4790/CK (PMR CK). The third position is for entering whether the MJC is to control single (1) or multi-component (2) JCNs. Leave blank if the MJC is for non-PMR service routines. The fourth and fifth position is to record a special program WC suffix to the output CSMP JCN (e.g., Submarine IMMP/URO/LID SEOC program is assigned "JC" as a suffix). If no entry is made, the output JCN will be assigned a WC suffix of "MC". Only alphabetic codes should be assigned to separate MJC retrieved deferrals from shipboard created deficiency deferrals.

Block 8 SCREENING ACTION: When authorized by TYCOM instructions, the MJC may be designated as preapproved. Entry of the screening code will cause the MJC retrieval to by-pass normal screening action and the JCN will be sent directly for release to the IMA for accomplishment.

Block 9 QUALITY ASSURANCE REQUIREMENTS (QA): Assign the QA requirements applicable to the MJC. The PMR scheduling record for individual components will take precedence during call-down.

SECTION II - SCHEDULING

Block 12 LEAD WORK CENTER (LWC): Enter the code of the LWC assigned to control the coordination and completion of the total JCN. When the MJC is for multi-component inspection/calibration/testing, the primary WC is assigned. When an associated "Repair" MJC is to be created, assign the same primary WC as LWC and other required WCS as assisting (AWC).

To ensure standardization for IMA capabilities and continuity when transferring work packages, the TYCOM controlled MJC assigned LWC must not be changed unless approved by TYCOM instruction.

Blocks 13, 19, 25, 31, 37, and 43 as required:

SCHED START DATE: Enter a numeric value for the start day relative to the start of the availability. When the MJC is subsequently retrieved and added to the CSMP, the relative day will be added to the availability start date and output as a Julian date that each task is to be started by the LWC and any AWCs. Note that multi-component MJCs will not include AWC entries.

C-8.7 Establish Bill of Materials Interface

a. When the MJC is for refurbishment of APL identified components, the repair part requirements (both mandatory and conditional) are provided on magnetic media by the LCM or TYCOM assigned activity (SUBMEPP/PERA).

b. When the MJC is retrieved for each component, an automated material requisition is produced for mandatory parts and a list of contingency items provided with the work request.

c. The same format record can be added by local sites if local MJC items are developed.

C-8.8 MJC Alteration Documentation Differences

Alterations added to the MJC will be limited to those managed by the AMS. These are identified by the assignment of the AMS WC/JSN and structured alteration number as described in Chapter 10.

Block 1 SHIP'S UIC: Enter the MJC UIC established by the TYCOM

- Blocks 2-3 WC AND JSN: Enter the WC/JSN assigned by the alteration issuing authority.
- Block 18 ALTERATIONS: Enter in position 1 and 2 the alteration type identified in Appendix C. This entry must match the WC suffix in the WC field (Block 2).
- Block 27 S/F MHRS REM: Entry must be numeric. The use of "AUTO" (auto-close) is not appropriate for MJC alterations. Completion of deferrals for alterations must be by OPNAV 4790/CK.

C-8.9 MJC Index and Statistics

The MJC Index (Figure C-2) is produced as required by TYCOM instructions. A number of selection parameters are provided during call-down to limit the volume of the Index to particular applications. MJC JCNs required by tended ships may be recorded on the OPNAV 4790/2L and provided to the TYCOM-designated support activity during the availability arrival conference. Selected MJC JCNs may be called down as directed by the TYCOM prior to the availability or by quarter year (e.g., calibration routines) and may be assigned to other than the scheduled availability. This allows the Production Management Assistant (PMA) and other managers to focus on correction of deficiencies with weekly status reports of service routines progression.

Also available is the MJC Call-Down Frequency Report. A number of selection parameters are provided to limit the volume of the report to particular applications. Available is a report on the number of times the MJC JCN was retrieved and the last retrieval date. This report allows monitoring of mandated JCN call-downs and also provides for culling out of locally created MJC routines which are seldom used. (Refer to the applicable system's user manual for additional reports that may be generated.)

C-8.10 Analysis of MJC/PMR Originated Production History

a. Each JCN called down from the MJC as a deferral into the Master CSMP is assigned a CSMP JCN different than the MJC JCN. Each specialized project may be assigned a unique WC suffix so that the Program Manager may retrieve selective history from the NAVSEALOGCEN 3-M data base (see Figure C-3 MJC Call Down Frequency Report).

(1) Some special program WC suffix codes currently being used are:

XSA	SHIPALTS
XTY	TYCOM ALTS
EXSY	Depot Level (SY=ShipYard) availability routines. These routines assign standard 3-M data to each.
ESWBS/	For Depot Return Cost Departure Reports as approved
SWLIN	by NAVSEASYS COM (SEA 07)

MASTER JOB CATALOG INDEX													31 MAR	PAGE	2
SEQUENCED BY: MJCN UIC															
ACTIVITY: LAND EMORY S. (USS) AS 39															
UIC: 20635															
JOB CATALOG															
SWAB/ SWLIN	NUMBER/TYPE	PLANNED ACTION (CSMP SUMMARY)	NOUN NAME EQUIP/SERVICE	LWC	IMA/DEP M/H	SHIP M/H	IUC/TY SCREEN	T A	KEY EVENT	START DAY	*FURNISH APL-IDENT				
N0000	DXCN D701	ESM ALIGNMENT	ESM EQUIPMENT	67a		75 AUTO	2	2		1	*				
N0000	EACF 0013	ACCOMPLISH IMMP 513-0023-01	SEPARATOR FLASK	10C		170 AUTO	2	2		1	*				
N0000	EACF 0014	ACCOMPLISH IMMP MR 513-0089-01	SEPARATOR FLASK	10C		2 AUTO	2	2		1	*				
N0000	EMCN 0001	SEAWATER SYSTEM METALS CONTROL	GENERIC MATERIAL	93A		20 AUTO	2	2		3	*				
N0000	EMCN 0002	RPFW FLUSHING RIG	RPFW FLUSH	38N		1 AUTO	2	2		1	*				
N0000	EMCN 0003	RADCON SERVICES	RADCON	94A		400 AUTO	2	2		1	*				
N0000	EMCN 0004	PROBOLOG PREP	MN CONDENSOR	38A		50 AUTO	2	2		1	*				
N0000	EMCN 0005	PRESSURIZER UT	PRESSURIZER	93A		17 AUTO	2	2		1	*				
N0000	EMCN 0006	WELDER QUALIFICATION	WELDER QUAL	26B		40 AUTO	2	2		1	*				
N0000	EMCN 0007	SHFT/BRG/PROP INSPECTION	SHFT/BRG/PROP	38A		48 AUTO	2	2		1	*				
N0000	EMCN 0008	RADIAC CALIBRATION	RADIAC CALIBRATE	10C		1 AUTO	2	2		1	*				
N0000	EMCN 0009	HYDROBLAST CLEANER	HYDROBLASTER	25D		16 AUTO	2	2		1	*				
N0000	EMCN 0010	UT HP STEAM DRAINS	HP STEAM DRN UT	93A		46 AUTO	2	2		1	*				
N0000	EMCN 0011	INSPECT MAIN PROPELLER	MN PROPELLER			0 AUTO	2	2		0	*				
N0000	EMCN 0012	SEAWATER SYSTEM METALS CONTROL	GENERIC MATERIAL	93A		26 AUTO	2	2		3	*				
N0000	EXCA B702	CALIBRATE ELECTRICAL INSTRMNTS	CALIBRATION SVCS	51C		40 AUTO	2	2		1	*				
N0000	EXCA B703	CALIBRATE RADIAC EQUIPMENT	RADIAC EQUIPMENT	67F		20 AUTO	2	2		1	*				
N0000	EXCA B704	CAL MECHANICAL INSTRUMENTS	CALIBRATION SVCS	96a		75 AUTO	2	2		1	*				

Figure C-2. Master Job Catalog Index Report

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MJC CALL DOWN FREQUENCY REPORT

ACTIVITY; LAND EMORY S. (USS)		AS	39	SEQUENCED BY; MJCH					
CATALOG	NUMBER	PLANNED ACTION (CSMP SUMMARY)	EST MAN-HOURS SHIP IMA/DEF	T A	IUC/TY SCREEN	KEY EVENT	CALL-DOWN DATE	CALL-DOWN FREQUENCY	NOUN NAME EQUIPMENT/SERVICE
N0000	OXCA B701	CALIBRATE ELECTRIC EQUIPMENT	0 0	2	2	2	12/03/93	994	CALIBRATION SVCS
N0000	OXCA B705	FCA CALIBRATE ELECTRONIC TAMS	0 0	2	2		07/28/93	1	FCA ELECTRONICS
N0000	OXCA B701	REPAIR ELECTRONIC TEST EQUIP	0 0	2	2		08/13/93	810	ELECTRONIC TMS
N0000	OXCA H702	TTY EQUIPMENT MAINTENANCE	0 0	2	2		04/05/93	69	TTY EQUIP MAINT
N0000	OXCM 001	TEST,REPAIR 2M PRINTED BOARDS	0 0	2	2		04/06/93	70	2M CIRCUITBOARDS
N0000	OXCN A702	PROVIDE MICROFILM SERVICE	0 0	2	2		09/12/91	38	MICROFILM SVC
N0000	OXCN E705	REPAIR TIME PIECES	0 0	2	2		04/05/93	436	TIME PIECE
N0000	OXCN E706	PORTABLE RADIO REPAIR	0 0	2	2		11/17/92	14	RADIO EQUIPMENT
N0000	OXCN E707	OPTICAL INSTRUMENT REPAIR	0 0	2	2		06/07/93	152	OPTICAL INSTRUM
N0000	OXCN E708	CRAT FOR RADIO GROOMING	0 0	2	2		04/09/93	25	RADIO GROOMING
N0000	OXCN H703	CRYPTO REPAIR	0 0	2	2		04/06/93	23	CRYPTO REPAIR

Figure C-3. MJC Call Down Frequency Report

- _XCR Jobs for repair of components that failed calibration or weight testing. Each failed component will be assigned a unique JCN.
- _JC IMMP/RO/LID and other scheduled CMP PMRs

(2) When a special program code is not assigned, the program will assign a WC suffix of "MC".

(3) If allowed by TYCOM instructions, the ship may assign its own WC/JSN to the MJC routine.

b. With the exception of MJC Alterations, each retrieved MJC deferral will have its MJC JCN prefixed with an "M" and be written to the Configuration/Alteration Number field (block 18) of the CSMP deferral.

c. When the MJC is designated as multi-level, the MJC call-down is linked to the PMR scheduling file and retrieves all due and overdue components as tasks within the one CSMP deferral JCN. This will result in a family of data records being created to capture the METCAL required data when the lab reports completion of each component.

d. Each Program Manager is able to retrieve and analyze all transactions unique to the MJC JCN and WC suffices assigned to a special program.

C-8.11 Modification of On-Site MJC

Implementation, distribution and maintenance of the MJC will be as described in this instruction and supplemented by Fleet/ TYCOM instructions. It is essential that existing MJC files, which have common application, be adapted by those commands not yet implemented. This will speed the integration of the Regional Maintenance Hubs and provide continuity to the existing 3-M database for Program Manager requirements.

a. The Fleet Maintenance Management System will provide connectivity to the initiatives of the SYSCOMs' for data storage and distribution.

b. The FLTCINCs/TYCOMs will provide instructions for management of the MJC to include centralized and on-site control.

c. The existing method of confirming updates to the MJC by the IMAs is by including a "completed AWR record" in the update files sent from the originator. The originator subsequently monitors the MDS data.